



Chemonics International

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**Madagascar Cyclone Recovery Program
Rural Roads Infrastructure and Systems Rehabilitation
ReCap Project**

Fourth Quarterly Report

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This report is submitted before the end of the quarter at the request of USAID/Madagascar.

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List of Acronyms

AUP	Association des Usagers de la Piste (Road Users Association)
CO	Contracting Officer
COP	Chief of Party
EIA	Environmental Impact Assessment
ESF	Environmental Screening Form
FCE	East Coast Rail Line
FCER	FCE Rehabilitation Project
FAR	Federal Acquisition Regulations
FID	Fonds d'Intervention pour le Développement
FMG	Malagasy Francs
GOM	Government of Madagascar
GTDR	Groupe Technique pour le Développement Rurale
IQC	Indefinite Quality Contract
LDI	Landscape Development Interventions
MOE	Ministry of Environment
MTP	Ministère des Travaux Publics
ONE	Office Nationale de l'Environnement
PIL	Project Implementation Letter
PST	Programme Sectoriel de Transport
RAISE	Rural and Agricultural Income with a Sustainable Environment
RFB	Request for Bids
RFP	Request for Proposals
RIP	Route d'Intérêt Provincial (Road of Provincial Interest)
RP	Route Provinciale
RN	Route Nationale
RNT	Route Nationale Temporaire (Temporary National Road)
SG	Secretary General
TVA	Value Added Tax
USAID	United States Agency for International Development
USG	United States Government

1. Executive Summary

Three subcontracts were signed this quarter for the rehabilitation of the RP 1103 F and RP 1102 F going from the RN 12 to the town of Sahasinaka and from Sahasinaka to Bekatra. The road was divided into three sections for a total subcontract amount of approximately \$500,000. Work started on October 17th and should be completed next quarter.

Five AUPs were also created this quarter. A sixth AUP in Bekatra created during the CAP project was reinforced and given the additional responsibility of maintaining the last three kilometers of the Sahasinaka – Bekatra road.

Work continued along the RNT 14 and by the end of the quarter Lot 1 should be over sixty percent completed and Lot 2 seventy percent completed. Work was delayed on both lots due to the frequent breakdown of the construction equipment and the delays in transporting the equipment for Lot 2 on the FCE railroad line. Lot 1 also experienced delays due to problems in locating construction material and in organizing the work on site. Both of these problems were resolved during this quarter and work is progressing normally at this time. Both sections should be completed next quarter.

The members of the bureau of the AUPs along the RIP 4 participated in a three-day training session in Manakara organized by the ReCap project. Members of the Lokomby AUP association created under the CAP project led formal training sessions. The participants also visited the Lokomby area in order to see how rain barriers, tolls and road maintenance operate in real-life situations.

Three short-term consultants and the president of Chemonics International visited Madagascar during the quarter. Frantz Joseph, the Roads/Bridges engineer visited the project sites and provided recommendations on improving the organization of the worksites and reinforcing the technical capacity of the engineering staff.

Criss Juliard, the former Director of the CAP Project and a specialist in the use of vetiver gave training sessions to the ReCap staff, construction firms, suppliers, AUPs along with LDI and FCER staff. The training and assistance was very useful in strengthening the capacity of the local staff in the use of vetiver in stabilizing hillsides and protecting the roads from landslides.

ReCap staff participated in numerous conferences held this quarter, including regional transport workshops held in Fianarantsoa and Tamatave on the choice of roads to be rehabilitated as part of the World Bank Transportation project and the FCE and Port of Manakara Donors conference organized by LDI and the FCER project.

The bidding documents will be prepared and the bid launched for the first phase of the rehabilitation of the Port of Manakara. Two warehouses deemed critical for the safe storage of commodities will be rehabilitated in this first phase and the others will be completed later in 2002.

2. Report on Results

Five AUPs will have been created by the end of the quarter along the Sahasinaka road in addition to the eight created along the RNT 14 last quarter bringing the total created to date to thirteen.

Roadwork is in progress and the equivalent number of kilometers completed to date is shown below. Work has not yet started at the Port of Manakara.

Table 1 : ReCap Results Tracking Table

Results	Target	Completed to Date	Amount Remaining	Percent Completed
RIP 4 rehabilitated	93 km.	33	60	35
Road User Associations created along the RIP 4	20	8	12	40
Tertiary Roads Rehabilitated	140 km.	14	126	10
Road User Associations Created along the Tertiary Roads	30	5	25	17
Manakara Port Warehouse Roofs Repaired and Wharf Stabilized	2	0	0	0

3. Procurement Plan

All equipment and furniture have been purchased and delivered.

4. Progress against Milestones

The year 1 work plan set a target of completing 45 kilometers of the RNT 14. This target will be met and may well be surpassed by the end of the first year of project activities. With regard to the tertiary roads, the target of completing between 60 and 80 kilometers will not be met due to the reallocation of resources to the RNT 14, the delay in launching the bids and signing the subcontracts, along with the limited resources of the local construction companies. These small and medium-sized companies often possess old used equipment that is more likely to break down, especially when under severe strain.

5. Activities during the Quarter

a. *RNT 14/RIP 4*

Work along the RNT 14 continued during this quarter with both firms reporting delays of over 4 weeks compared to the timetable set out at the start of the work. The delays are due largely to the frequent breakdown of the heavy equipment and the delays in repairing them. Both firms also experienced problems in effectively organizing the worksites and completing the specified tasks as planned.

At the start of the bidding process, ReCap management had hoped that large international firms would bid and win the contracts for the rehabilitation of the RNT 14, and two, COLAS and EGECO were among the firms pre-selected. Unfortunately, neither of these two firms submitted bids for the RNT 14 work. Consequently, the larger local firms submitting acceptable bids with the necessary equipment were chosen. As it turned out, while these firms showed the willingness to complete the work as planned, their equipment, being very old with many years of prior service, were unable to stand up to the demands of the intense work that was demanded of them. In addition, none of the firms had completed road sections of this magnitude before and the equipment was put under heavy stress, leading to frequent breakdowns and work stoppages. Despite these difficulties, work has continued and is progressing towards its completion, however, later than specified in the subcontracts.

For Lot 1, the scheduled end date is January 23rd and for Lot 2 it is January 2nd. During the coming weeks, various methods will be discussed in order to try to complete the work as quickly as possible in order to minimize the difficulties in working during the rainy season. One of the options being considered is to have the firms combine their resources and first complete section 1 together then combine their forces to complete section 2.

As of December 7th, for Lot 1, EBMA, 15 kilometers or approximately 29 percent of the work has been completed. By the end of the quarter, 22 kilometers or approximately 60 percent of the work will have been completed if work progresses at the current pace.

For Lot 2, EGECORAM, 35 percent of the work has been completed to date representing the equivalent of 18 kilometers. By the end of the quarter, 30 kilometers or approximately 70 percent of the construction work will be accomplished.

Figure 1: RNT 14, PK 2+535



b. AUPs along the RNT 14/RIP 4

A training session for the members of the bureau of the eight AUPs along the RNT 14 was held at the end of October in Manakara. The choice of Manakara was justified by the existence of functional AUPs in the area of Lokomby. This sharing of experiences was organized to make it possible for the persons responsible for the new AUPs to have a practical vision of the tasks that await them. The purpose of the training is to give to the new AUPs the knowledge and skills needed to manage road maintenance and protection after the end of the guarantee period.

The executive members of the AUPs participated in the site meetings along the RNT 14 with the objective to involve the road users in the various phases of the project.

The provincial authorities of Fianarantsoa already delivered the receipts of legal recognition of 6 of the 8 AUPs. Discussions are currently underway to find the appropriate system to ensure adequate road maintenance and also to contribute to the economic development of the region.

Following the training sessions held at Manakara, socio-organization activities were centered on the formation of the GUP (Group of Road Users), which exist at the Fokontany level that will coordinate maintenance work on RNT 14.

c. Sahasinaka Road

Three subcontracts for the rehabilitation of the road from the RN 12 through the town of Sahasinaka and on to Bekatra were signed on October 15. Work started on October 17 and as of December 7th, 14 kilometers or 25% of the 56 kilometers have been completed. By the end of the quarter, 30 kilometers or a little over 50 percent of the work is to be finished. While the firms experienced some difficulties in mobilizing their equipment, work is progressing at a steady pace and should be completed on all three sections before the contractual end dates which are from February 17th to March 5th 2002.

d. AUPs along the Sahasinaka Road

The installation of these five AUPs took place during the month of November and early December. For the commune of Bekatra, an Extraordinary General Assembly will take place at the beginning of December in order to modify the statutes following the increase of the road length under the responsibility of this AUP, functional since the CAP project.

Initial negotiations have already been undertaken with the provincial authorities for the preparation of a convention of 'maîtrise d'ouvrage délégué' between the AUPs and the province allowing them to collect tolls for road maintenance.

Five AUPs were created in the six communes along the road and are listed below:

Table 2: AUPs created along the Sahasinaka road

Date of Installation	Name of AUP	Communes
12 nov 01	Tari-dalana	VINANITELO
15 nov 01	Ampasipotsy Miray	AMPASIPOTSY
17 nov 01	Amborondra Liam-pivoarana	AMBORONDRA
22 nov 01	Miara-dia	SAHANAMBOHITRA AMBOHITSARA M.
01 déc 01	Avotra	SAHASINAKA

Discussions took place with the representative of LDI/Manakara regarding the integration of the new AUPs with the AUPs in the Lokomby area and also for integration of the AUPs with the KOLO-HARENA associations set up by LDI. In this sense, a search for partnerships was also undertaken with other projects and development organizations (ANAE, Projet Relance du Café, PAM and others) working in the area of Manakara to motivate the AUPs for road maintenance and development activities.

Figure 2: Sahasinaka Women's Association traveling to the AUP General Assembly



e. Selection of Additional Tertiary Roads in Tamatave Province

Requests were received from the start of the project from various organizations, local governments and development projects for the rehabilitation of roads in regions that they intervene in. Unfortunately, most of these requests did not fit with the selection criteria set out at the beginning of the project.

The choice of the roads to be rehabilitated in the province of Tamatave was delayed in order to take into account all of the different demands and priorities of the different parties concerned and to come up with the roads that will have the greatest economic impact in the region while respecting the criteria set out in the first annual work plan.

Following discussions with the Provincial authorities in Tamatave, the local GTDR, representatives of the LDI program, and taking into account the requests made by other parties, the roads that will be rehabilitated as part of the ReCap project have been narrowed down to include the following:

- Vavatenina to Miarinarivo, including the first bridge. This road was supposed to be rehabilitated by the FID this year and the project had planned on studying the possibility of rebuilding a bridge along this road, however, since the rehabilitation has been delayed, we will consider undertaking the rehabilitation of the road and bridge (14 km).

- Imerimandroso - Antendrondrano. The LDI project intervenes in this region and the mayor of the commune submitted a request to rehabilitate a network of roads in this region (20 km).
- Andreba - Antokazo - Manakambahiny Est. This road was requested by the GTDR and the APS has been completed by the PST (32 km).
- Amboarabe - Didy. Same as the road above (31 km).

Socio-economic evaluations as well as the technical studies will be undertaken early in the new year for each of these road sections. Following an evaluation of the roads with respect to the selection criteria and after estimating the costs associated with each project compared to the funds available, the final choice of roads will be made.

f. *Visit by the Chemonics President*

At the start of the quarter, the President of Chemonics International, Mr. Tony Teele, visited Madagascar in order to meet with the representatives of USAID, our counterparts in the government and our partners, as well as to visit the various Chemonics projects and appraise their impact. Mr. Teele met with the ReCap staff and visited the road rehabilitation work on Lot 2 of the RNT 14.

g. *FCE/Port of Manakara Donors Conference*

On October 15th, the LDI program and the PST organized a Donors conference in order to solicit interest in the funding of the continued rehabilitation of the FCE railroad line and the Port of Manakara. The ReCap Chief of Party made a presentation on the activities that will be undertaken at the Port.

During the conference, the World Bank pledged to contribute all of the additional funding needed for the rehabilitation of the railroad line and the modernization of the Port of Manakara.

h. *Provincial Transportation Workshops*

The PST held workshops in all 6 provinces of Madagascar in order to prioritize the roads that will be rehabilitated as part of their program. Representatives of the ReCap project attended the conferences in Fianarantsoa and Tamatave in order to coordinate our activities. Two of the roads chosen in the Tamatave region were also on the PST priority list and were allocated to the ReCap project for rehabilitation.

i. *Roads/Bridges Engineer Consultancy*

On October 22, Mr. Frantz Joseph, a Civil Engineer with over 30 years of experience in road rehabilitation arrived in Madagascar in order to provide engineering support to the ReCap project. The objective of his consultancy was to visit the various project sites and provide advice on how the roadwork can be improved and to point out any technical weaknesses that need to be addressed.

Some weaknesses were noted in the engineering capacity of one of the firms and with some of the ReCap engineering staff. In order to address these weaknesses, increased supervisory visits by the Senior Engineers from the Central office will be made to the project sites and additional trips were added for the Expatriate Roads/Bridges Engineer in 2002 in order to monitor the progress of the construction work.

j. *Vetiver Specialist Consultancy*

Mr. Criss Juliard, the former Director of the Cap project arrived in Madagascar in November to provide training and advice on road and rail-bed stabilization using vetiver. Vetiver is used around the world and was used extensively during the CAP project in Madagascar (1994 – 1999) in order to protect fragile hillsides from landslides and stabilize roadbeds. Vetiver is very economical compared with other methods and is more environmentally friendly. Mr. Juliard provided training sessions for ReCap staff, AUP members, construction firms and other interested parties on the methods of planting vetiver and protecting roadsides from erosion. The FCER and LDI projects also benefited from the visit with specific training sessions.

In addition to his report, Mr. Juliard has left behind many documents and will provide a CD that will serve as a resource for persons interested in planting vetiver.

Figure 3: Vetiver Training Session



k. *Port of Manakara Warehouse Rehabilitation*

At the request of the Port Authority of Manakara, the rehabilitation of the warehouses will be started earlier than planned due to the need for safe and secure warehouse space for the storage of merchandise early in 2002. The work was not scheduled to start before the second quarter of 2002 but the rehabilitation of two warehouses will begin early next year. The studies have already been completed and the bidding documents will be available by the end of the quarter or early next year.

While the Task Order required that the ReCap project rehabilitate the wharf at Manakara, a durable rehabilitation will require resources that are beyond the scope of this project. At this point, it is envisioned, pending the approval of USAID and of the local authorities, that the wharf repair/reconstruction be undertaken as part of the larger Port rehabilitation by the PST and the ReCap project will use its limited resources to solely repair the warehouses. A superficial rehabilitation of the wharf will only last a few years while the greater resources of the PST will allow for a more durable repair of the north section of the wharf.

6. Activities for Next Quarter

During the next quarter, work will be completed along the RNT 14 and Sahasinaka roads. Rehabilitation of the RNT 14 to Manapatrana road and the PK 41 to 46 work will also be concluded by the end of the quarter pending the installation of the Bailey bridges by the MTP. Studies will also be completed and the bids will be launched for the rehabilitation of the tertiary roads in Tamatave province. The bids will also be launched and work should be terminated on the first phase of the repair of the roofs at the Port of Manakara. The Roads/Bridges engineer will also return early next quarter in order to follow-up on the recommendations made during his earlier visit.

7. Expenses

Note that the figures for November and December are estimates due to the fact that USAID required us to submit this quarterly report before the end of the quarter.

Table 3: Project Expenses by Line Item

Line Items	Budget	Previous Total	Oct-01	Nov - 2001 (est.)	Dec - 2001 (est.)	Total Expenses to Date (est.)
Work days Ordered	893,080	268,140	44,967	54,965	82,448	450,519
Material	4,251,304	405,325	126,022	138,001	389,125	1,058,473
General and Administrative	205,416	19,374	6,024	6,596	18,600	50,594
Total	5,349,800	692,839	177,013	199,562	490,173	1,559,587

The total value of subcontracts signed to date is 13,142,932,600 FMG or \$ 2,021,988 US at an exchange rate of 6500 FMG/\$1.

Table 4: Construction Subcontracts (as of December 10, 2001)

Date Signed	Firm	Title	Amount in FMG	Amount in US (6500 fmg /1)
June 19	LNBTP	Geo-Technical Study of the RNT 14	91,187,960	\$14,029
August 10	EBMA	Rehabilitation of the RNT 14 from PK 00 to PK 41	5,313,888,154	\$ 817,521
August 10	EGECORAM	Rehabilitation of the RNT 14 from PK 46 to PK 93	4,015,644,620	\$ 617,791
August 26	LNBTP	Geo-Technical Supervision of the RNT 14	338,661,400	\$ 52,102
October 15	Tahina	Rehabilitation of the RP 1103 F from the RN 12 to Sahasinaka, PK 0 to PK 12+500	825,303,500	\$ 126,969
October 15	Tolotosa	Rehabilitation of the RP 1102 F from Sahasinaka, PK 0 to Bebaka, PK 26+500	1,402,247,366	\$ 215,730
October 15	ARR	Rehabilitation of the RP 1103 F from Bebaka, PK 26+500 to Bekatra, PK 44+000	1,155,999,600	\$ 177,846
		Total Subcontracts to Date	13,142,932,600	\$ 2,021,988

8. Maps of Project Areas

Figure 4: Map of Sahasinaka Road

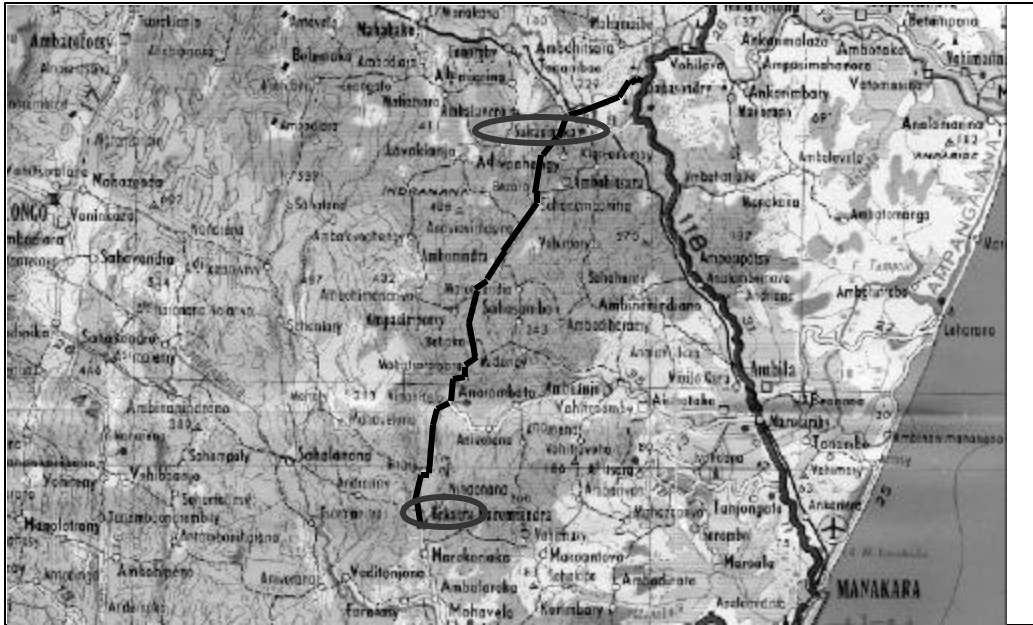


Figure 5: Map of RNT 14

